

FACILITATION COMMITTEE
39th session
Agenda item 10

FAL 39/10/3
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**TECHNICAL COOPERATION ACTIVITIES
RELATED TO FACILITATION OF MARITIME TRAFFIC**

Prototype of maritime single window

Note by the Secretariat

SUMMARY

Executive summary: This document invites the Committee to note the IMO project to develop a prototype of single window in maritime transport

Strategic direction: 3.5

High-level action: 3.5.3

Planned output: 3.5.3.1

Action to be taken: Paragraph 7

Related documents: FAL 38/15; TC 63/3(b) and TC 63/14

1 The Committee may recall that FAL 38 agreed to the proposal made by Norway that, taking into account both the costs and complexities of the systems of electronic exchange of information, and also its benefits for the reduction of administrative burdens on ship masters and administrations, TC 63 should be requested to consider setting up a new project activity within the Integrated Technical Cooperation Programme (ITCP) to develop a prototype of single window in maritime transport. This new project activity could assist Member States with financing and technical assistance in establishing systems of electronic exchange of information.

2 TC 63 approved the ITCP 2014-2015, including the enhanced exchange of electronic information through conducting up to four needs assessment missions in selected pilot countries (TC 63/3(b), annex, page 36).

3 However, during the national seminars on FAL, electronic means for the clearance of ships and use of the single window concept, held in 2012 and 2013, the Secretariat ascertained that the majority of Member States have some kind of single window in place related to cargo, but only a few have any single window for maritime transport.

4 Based on these experiences and to make more efficient use of the limited resources available under the ITCP, the Secretariat will design a prototype of a maritime single window in lieu of undertaking the four assessment missions.

5 This maritime single window would be focused on facilitating the clearance of ships, passengers and crew members, and on connecting the cargo-related information with the single window on cargo clearance already in place, using the information provided in the IMO FAL Forms.

6 The schedule of the project is as follows:

- First phase: gathering information on the current situation of the clearance of ships, cargo and passengers at ports of six developing countries.
- Second phase: Taking into account the information collected in phase I, a second questionnaire will be sent to the authorities involved in the clearance of ships, such as port, maritime, customs, health, agricultural, police and immigration authorities.
- Third phase: On the basis of the information obtained in phases I and II, the prototype of a maritime single window would be designed and implemented in one of the selected countries. This prototype will be developed by experts on IT and on port clearance, and the final product would be IMO's property.

Action requested of the Committee

7 The Committee is invited to note the information contained in this document and invites interested Member States to participate in the development and implementation of the project.
